



# The Registry

September, 2020

The official monthly publication of the Peachtree MG Registry, Atlanta GA.



**Dillard, Georgia**



**September 17-19, 2020**

**Dillard House**

**Dillard, GA**

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**Volunteers Needed**

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The Peachtree MG Registry is affiliated with these organizations

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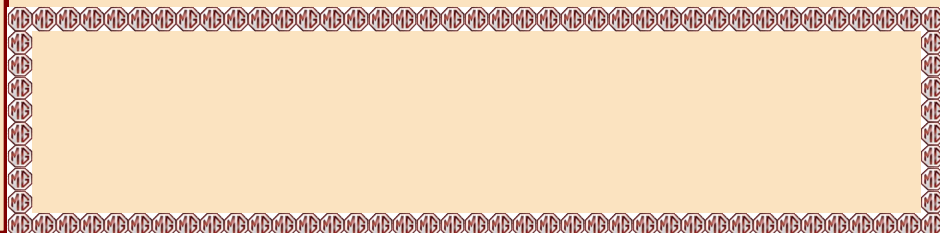
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<b>Tom Fant</b>	<b>September,</b>	<b>1</b>
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<b>Mary Wiley</b>	<b>September,</b>	<b>2</b>
<b>Victor E Dube</b>	<b>September,</b>	<b>7</b>
<b>Alex Birnbaum</b>	<b>September,</b>	<b>12</b>
<b>Susan Cheij</b>	<b>September,</b>	<b>13</b>
<b>James Hill</b>	<b>September,</b>	<b>15</b>
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<b>Blake Aasgaard</b>	<b>September,</b>	<b>17</b>
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<b>Steve Logan</b>	<b>September,</b>	<b>23</b>
<b>AvivA Hoffmann</b>	<b>September,</b>	<b>24</b>
<b>Marilyn Tabor</b>	<b>September,</b>	<b>26</b>
<b>Ed Stanfield</b>	<b>September,</b>	<b>27</b>
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### Happy Anniversary

<b>Gary &amp; Vicki Whiting</b>	<b>September,</b>	<b>22</b>
<b>Jim and Jennifer Zavorski</b>	<b>September,</b>	<b>29</b>



# Upcoming Events

**When**

**What**

**Where**

Please check with the PMGR Calendar to get the latest information about events

Thanks

**[PMGR Online Calendar](#)**



We are fast approaching the Southeast British Car Festival at the Dillard House September 17-20, 2020. Your Dillard Planning Committee is working hard to complete the plan for a great and safe show. Included in our plan is the need for volunteers. I sent out an email last week asking all of you attending the Dillard show to consider stepping up and volunteering. I have heard from several members and I truly appreciate your willingness to help at the show. We still need more volunteers, so please contact me and I will add you to our volunteer list.

The picnic scheduled to be held at Don Carter State Park in August has been rescheduled to October 17, 2020. Be looking for information on this after the

Dillard show. You should have also received an email reminding you about the Fall Tour October 23-25, 2020. While this year's activities have been curtailed by the COVID-19 pandemic there are still a few activities that we are holding. Please take advantage of them.

Finally, continue to be safe and stay healthy in this trying time, but don't forget to have some fun as well!

Hope to see you in Dillard,  
Dan

## Volunteers Needed—Hospitality

As the Dillard Show is getting closer, we need volunteers to donate food and time for the Hospitality Room. Please contact me at [katork@comcast.net](mailto:katork@comcast.net) for food suggestions and Melissa at [mebo55@hotmail.com](mailto:mebo55@hotmail.com) to volunteer 1-2 hrs showing our guests real Southern hospitality. The show depends on volunteers and we would like to make this event a year to remember.

Thank you in advance for all the help and support you give us at the show. See you in September!

Thanks, Kathy Orkin and Melissa Bosso

## Polar Bear Run On For This Year—December 26,2020

Hi Dan,

I wanted to let you know that we still plan to hold this event on the last Saturday in 2020, December 26th. We will be leaving from the Starbuck's at Highway 9 & Mansell Road in Roswell and ending up in Blue Ridge. More details coming so I will send them over so you can include them in your newsletter and website calendar.

Thanks,

Jim Doran, Georgia Triumph Association





**Aviva Hoffman**  
VP and Events Coordinator

### The Gift of Knowledge

By Aviva Hoffmann  
VP and Events Coordinator

As we finetune the final details for hosting this year's Southeast British Car Festival in Dillard, Georgia, I've been contemplating the true meaning behind this event. The first big car show I ever entered with my '63 MGB was the Southeast British Car Festival of 2018. That was only months after my husband presented me with the biggest birthday surprise ever... my very own MG! This car show was more than I ever imagined it could be. It's so much more than just the cars. (Although that is a delightful highlight of the three-day festival.)



I would never have guessed that an equally big draw for Oliver and me would be the connections we made with so many people.

And, while this year's show will take place under careful considerations of the current pandemic, I'm confident more lasting friendships will be made. So many of us are coming from different places in life, yet we all bond over our love of British cars. We use that as common ground to build on lasting relationships. New this year, we are excited to have our two sons, Alexander and Nigel join us. At 17, Nigel is our oldest son, and he will enter his '73 MGB. This is his first car. He is performing all maintenance work himself – with a little help. He deserves to be in – and at – this show. We are proud MG parents indeed. You really don't get it – until you, or someone you know, owns and drives an MG.

The next level of meaningful connection is related to finding that rare person who truly offers the gift of knowledge to mentor the next generation. For us, that special gem of a person is Reinout Vogt. We first met Reinout at the annual car club picnic at Vogel State Park in 2018, and we've been lucky to get to know him and his kind-hearted wife, Henneke, much better since then. Reinout is one of the biggest MG fans we know, but what makes him even more endearing is his generous offering of his time and experience – to everyone.

With Reinout's guidance, and the use of his amazing personal garage, Nigel is



“learning the ropes.” So far, he has removed - and put back - the engine and transmission, replaced flywheel and clutch, changed out steering rack boots, swapped alternator and starters, replaced hoses and fixed grounding issues, etc.

Nigel is certainly getting an education you can't get in any classroom. He says Reinout is really making an impression on him with his vast knowledge about so many specific details about these old cars. Not only does Reinout have all the MG

memorabilia you could think of, he also has a deep understanding of these cars.

Additionally, he has a lot of resources, should there



be something he doesn't know. If he doesn't have the answer to a question, he has colleagues across the world that he can ring up and just ask! Nigel also says Reinout is incredibly patient and allows Nigel to get his hands dirty and get first-hand experience. And, for that, we are truly grateful!

As we gear up for what's bound to be one of the biggest car shows of 2020, I look forward to seeing familiar faces, and many new ones, while celebrating and enjoying our love of automotive wonder born “across the pond.”

Safety Fast!

# Tentative SBCF SCHEDULE OF EVENTS

## **Thursday, September 17 —**

- **2:00PM – 5:00PM - Registration open.**

Join in on the **50/50** and other **raffles** at the **Hospitality Center**. A portion of the proceeds benefit our charity: **Aurora Day Camp**. <https://www.auroradaycamp.org/>

- **Enjoy your leisure time at the Dillard House or tour the surrounding area. Exploredowntown** Clayton and Dillard, GA or one of the nearby North Carolina towns. Several self-guided tours available and lots of things to do!
- **4:45PM - NAMGAR Dutch Treat Dinner at the Dillard House with Tim & Theresa** Gaffney as PMGR & NAMGAR hosts - All SBCF participants are welcome also.
- **7:45PM/Dusk** is Showtime **at the Tiger Drive-In**. Convoy or on-your-own. (Directions available.)

## **Friday, September 18 –**

- **8:00AM – 5:00PM - Registration open.**
- **10:00AM – 5:00PM - Hospitality Center** open before and after dinner until 11:00PM.
- **Join in on the raffles to help support the “Aurora Day Camp” – All day long!**
- **8:30AM - SORRY, this event is FULL!** Tom Nadelhoffer will guide the **"Trifecta Tour"** and run on the **Tail of the Dragon**.
- **10:00AM - SORRY, this event is FULL!** Jeff Adams & Susan Hunter will guide a tour to **Crane Creek Vineyards**, followed by lunch.
- **10:30AM - SORRY, this event is FULL!** Jack & Kathy Orkin will guide a **tour to Franklin, NC**, with lunch, visit museums, and shopping downtown.
- **1:00PM – 3 Tech Sessions: Glenn Lenhard** will talk about the latest trend in chemicals, lubricants, and improved reliability components that can be used on all British cars.
  - **Restoration techniques.**
  - **A slide show of some of the unusual cars that have come through his St. Petersburg, FL shop.**
  - **Front disc brake conversion on MGAs and Magnettes.**
- **3:45PM –Tech Session: Rover V8 reasonably priced conversion, by Jerry Richards**, former British Olympian, who will be bring his original MGB-GT-V8.
- **Take one of the Self-Guided tours, found in the "Details of Guided and Unguided Tours", below this Schedule of Events.**
- **6:30PM - Low Country Boil Dinner** – Dillard House Conference Center. **If you have dietary restrictions**, please discuss them with the Dillard House upon check-in.
- **After Supper, join us at the Firepit for some fellowship! Bring a chair and your chosen beverage.**
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## **Saturday, September 19 – Show Day!**

- **8:00AM – 5:00PM - Hospitality Center - Stop by to join the raffle!**
- **8:30AM – Noon - Registration open.**
- **8:00AM – 10:00AM - Line up for car photos before entering the show field. You must have a windshield placard before the photo and entering the show field.**
- **10:00AM - 2:00PM - Southeast British Car Festival Car Show**
- **Registrant Ballots must be in by 1:30PM**
- **Glenn Lenhard Rolling Tech Session. Sign up at Registration Desk.**
- **Hagerty Youth Judging Awards** will take place from about 10:00AM until 1:30 PM.
- **A professional photographer** will be on the show field for artistic photos of your car. - \$10.
- **Join in on the raffles – All day long to help support the Aurora Day Camp!**
- **11:30AM - 12:30PM - Get your pre-ordered buffet lunch** in the Hospitality Center.
- **2:00 - 5:00PM - Take one of the unguided North Georgia Mountains Driving Tours.**
  - **6:30PM - Awards Banquet & Charity Raffle Results** – Dillard House Conference Center. **If you have dietary restrictions**, please discuss them with the Dillard House upon check-in
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## **Sunday, September 20 –**

- **8:00AM – 10:00AM - Hospitality Suites**



# The Membership Corner

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## Joe Rushing — Membership Chairman

As of 8/29/2020 we have 163 active members. With the Southeastern British Car Show coming up September 17-20, we should have lots of opportunity to get to know some of these 23 new members and renew old friendships which COVID 19 has kept distant over the past several months. See you then!

The following are our new members for 2020.

Name	City	State	Date Joined
Glover, Brendan	Cartersville	GA	1/12/2020
Somerville, Dennis	Central	SC	1/20/2020
McCluer, Warren	Acworth	GA	2/9/2020
Rubino, Andrew	Roswell	GA	2/23/2020
Sce, Joseph	Acworth	GA	3/8/2020
Carlberg, Donald	Aiken	SC	4/8/2020
Smith, Bob	Watkinsville	GA	4/13/2020
Stoval, Moose	Clifton	TX	4/23/2020
Springfield, Richard	Marietta	GA	4/25/2020
Birchfield, Steve	Statesboro	GA	5/14/2020
Moon, William	Suwanee	GA	5/27/2020
Jackson, Kent	Lawrenceville	GA	6/1/2020
Beeson, Danny	Sandy Springs	GA	6/5/2020
Fant, Tom	Pinckney	MI	6/14/2020
Massey, David	Plantation	FL	6/14/2020
Poffenbarger, Greg	Lakeside	TX	6/14/2020
Guidice, Robert	Marietta	GA	6/15/2020
Geracie, Joe	Suwanee	GA	6/22/2020
Hynes, Danielle	Warner Robins	GA	7/14/2020
Heckendorn, Frank	Aiken	SC	8/1/2020
Prior, Richard	Decatur	GA	8/7/2020
Curtis, Brad	St Simons Is- land	GA	8/9/2020
Farley, David	Princeton	WV	8/12/2020

# Safety Procedures in Place for Southeast British Car Festival

We know that many of you have concerns about safety. We do too! We thought it might help you to know what steps are being taken to provide for the safety of everyone at this event. Here are just a few of the things being done to prepare for your arrival:

1. The Dillard House has instituted enhanced cleaning protocols. All rooms are cleaned per CDC guidelines. Staff was trained specifically for COVID-19 requirements which adds an additional 15 minutes of cleaning per room. All chemicals used are on the CDC recommendation list. They log all cleaning procedures each day.
2. All Dillard employees, including housekeepers, wear masks.
3. Each hotel room has its own individual heat/air system.
4. There will be temperature checks on all participants, social distancing floor pads and signs, masks for each registrant, and public bathrooms will be cleaned four times a day and logged.
5. Hand Sanitizing Stations will be set-up in the main building, Conference Center, and on the field.
6. Gift bags provided to registrants will include hand sanitizer and masks.
7. Plans are being created in the Hospitality Suite to ensure social distancing. Foods will be individually wrapped.
8. Although the Dillard House is well known for their “family style” meals, in the age of COVID-19 that is not a possibility. Meals will be served cafeteria style in the Conference Center with attendants serving food to each guest.
9. Dillard House is having the Conference Center carpets, walls, and all air filters professionally cleaned just prior to our event.
10. With advanced notice, the Dillard House will do its very best to make special accommodations for any attendee with a compromised immune system. Please call them at 800-541-0671 and make your needs known.
11. Most of our events are held outdoors, where it is naturally much easier to social distance (the drive-in movie, the guided and self-guided driving tours, and the actual car show).
12. We are paying special attention to mealtimes. Tents will be set up outside for overflow dining, to help spread us apart.

The Dillard family is very excited to host this event and are doing everything in their power to keep us safe. This summer they have already held a few very large events, with no illnesses reported. They are very proud of this fact and are determined to keep that great record.

So, is it safe to come? Ultimately, none of us can guarantee that, and only you can make the decision of whether this event is safe for you. But we believe that if we are all considerate of one another, wear our masks when appropriate, wash our hands frequently, and make sure we give each other sufficient space, we can simultaneously have a wonderful event and keep everyone safe. We are looking forward to seeing you.

## ***Safety Fast***





## By Barry Rosenberg

Well, I am late again writing my article. At least I have finished the Herald 2000 and started another project car. This time it is a 1977 MGB, bright yellow with one of the most worn-out engines I have seen. While Abe's MGBGT engine was bad, it was because of a recent poor rebuild.

This engine appeared to be all original internally. All the bearings and pistons were stock factory original in every aspect. Unfortunately, after 116,000 miles, there was nothing good inside the motor. One rod bearing had been hammered so bad, it formed itself around the rod big end. The edges are so sharp, one could shave with them. The cylinder walls have a lot of wear, and the cam and lifters are worn and pitted.

I posted some pictures of them on my Facebook page and received the question: What drives the longevity of an engine? This is more complicated than you might think. Most would say frequent oil and filter changes. Some might say driving it gently, and others might say there is no way to increase the life of an engine.

So, let's look at what can be done. As I said in my answer to the question in my post: I have built many, many engines in the past 47 years. And I am proud to say the vast majority lasted a very long time. I had built one that lasted 32 miles (bad Fram oil filter) and I have built some that lasted 300,000 between rebuilds. What makes the difference? For this article, I must assume that all the engines we will be discussing will have been rebuilt by now.

So, the first thing that contributes to longevity is the shop or person doing the rebuild. Do they know what they are doing? Do they have the proper tools? Do they use the correct and best parts? And do they use a competent machine shop? Let's start with the first requirement mentioned, do they know what they are doing?

On the MGBGT engine that lasted 2,201 miles the answer would have to be no--not just no, but hell no. From the problems I found inside as to the amount of damage, it was obvious the mechanic had no idea what he was doing. Or he was working and drinking at the same time. One has to be very careful when installing the wrist pins

and the retaining circlips, and he wasn't. One came loose.

When a pin circlip comes out, the wrist pin moves back and forth and gouges the cylinder wall. Engine done with. But that was not the only problem, the rods were installed backwards. The camshaft was worn beyond being useable. The metal from all the wear ate the rod and main bearing and destroyed the crank. All of this was caused by a poor quality rebuild.

I have built big Healey motors that have gotten over 300,000 miles. I take my time and check everything before I install it. I know what goes where and how it should go. I use quality tools such as torque wrenches and quality products such as petroleum jelly to pre-lube the parts. One does not need to know every little detail about the engine being worked on but then you must have the books with all the details.

Notice, I did not say books and web pages. You cannot always trust what you read on the internet. Especially what you read on the forums and Facebook posts. There is so much wrong information out there you cannot depend on it being correct. The old books have the correct information. Except for a factory TR6 manual that lists the firing order incorrectly: They left out one cylinder. Never be scared to try something like an engine overhaul; be prepared to seek out what you do not know. I always am free to answer any questions you may have, and I give any tips I have.

Assuming you know what you are doing, do you have the correct tools? This includes all the normal wrenches, sockets and screwdrivers but also torque wrenches, feeler gauges and micrometers. I know you understand the need for the wrenches and such, but you may question the other tools. Torque wrenches measure not how tight you get a bolt but how much you stretch the bolt or stud.

The stretch is what keeps the bolts and studs from coming loose. Having stretch gauges is not practical for the vast majority of mechanics let alone the home mechanic. The engineers came up with a torque spec for every nut and bolt that will supply the required stretch. It is easier to measure torque than stretch. So, an accurate torque wrench is absolutely necessary to make sure all the bolts stay where you put them.

I use an electronic torque wrench tester before using any of my torque wrenches on an engine. If I want 47 lb. ft of torque, I do not want to go to 50 lb. ft because my wrench is off a little bit. It could cause the bolt to stretch too much and possibly break while in use. A rod bolt breaking at 5,000 rpm is disastrous. Feeler gauges are needed to check the machine shop's work with piston-to-wall clearances.

Most old British engines run a pretty tight clearance; .0015" to .002". Most American engines of the same age would run .002" clearance per inch of bore. A 4" diameter piston would run .008" clearance. In your old British engine, this would create blow-by and consume oil at a rapid rate. When you buy new pistons, they come with new rings. Did you know that each ring must be gapped before installing it on the piston?

First thing I check is the fit of the ring in the groove. Is it so tight the ring binds or is it too loose? Too loose and the ring will flutter up and down every time the piston moves up and down the cylinder. This shortens engine life. Next, I put each ring in a cylinder and check the gap between the ends. The gap is there for a reason. Too small a gap, and the ends can butt together when hot and create a lot of drag in the cylinders. This wears out the cylinders very quickly if it does not seize the pistons.

Too big a gap and the rings will allow oil to get past and burn, and it will allow combustion pressure to blow past them and into the oil pan. I use my micrometers to measure each journal on the crank when it comes back from the machine shop. If I wanted it turned to .010" undersized, I measure to verify it is exactly what I want. Never trust a machine shop! I have seen mistakes that could cause an engine failure in short order.

So, we are at the quality of parts and materials needed for the rebuild. NEVER trust new parts. The quality sucks beyond belief on a lot of them. Right now, there are serious concerns about the quality of the carbon throw-out bearing in some of our cars. That is a major problem as you have to remove either the engine or transmission to replace a bad throw-out bearing.

Let's say you ordered a set of .020" oversize rod bearings for your engine. First, you should clean each single shell or bearing half to make sure they are clean of machining oil or chips. While cleaning, you should check the back of the shell for size. Each one should show .020". I have gotten some sets that had one .030" oversize in the sealed box. This is not great, but it is better than having one .010" in the box. The .030" will make the crank very hard to turn so you will note something is wrong. But, if you use the .010" on your crank, it will spin just fine, and you will never notice a problem until you start running the engine. Oil pressure will suffer low with excess bearing clearances.

Always examine every part you get, clean, and measure each part before using it. Now, some of the materials used to build engines are as critical as quality parts. Lubricants used in the construction can save an engine or destroy an engine. I use a petroleum jelly to lubricate my engines. It dissolves in the oil yet provides great protection on initial firing of the engine. There are many other products, and

some are just as good.

A lot of y'all are familiar with a thick white lube used for engines. I have seen oil pump screens plugged by this and starve a new engine for oil. Disaster is the result. Another item that is important is the type of gasket goop you use. This usually does not harm engine life and durability, but it does stop leaks. I was taught that wheel bearing grease can work as well as Hylomar (a product used by Rolls Royce).

Let me add a little here about the quality of the new oil seals we get. A lot of them are crap and last a very short time. We once put a trans rear seal in an MGB, and it leaked overnight while still on the lift. I now use and highly recommend using a speedi-sleeve for as many seals as you can. They are a little expensive but worth it when you do not have to replace a seal.

If you have used a good machine shop, checked everything and every part, used good quality lubricants and assembled the engine correctly, then you have the beginning of a long-life engine. The rest of the requirements for longevity depend on you. How you start your engine the first time and maintain it depends on you.

You have to start the engine correctly. Use a quality filter and quality oil. I like Shell Rotella 15w40. Others like synthetic or semi-synthetic oil. I once got a reground cam from Iskenderian with a warning not to use synthetic oil or you void their warranty. They said the synthetic was too slippery and did not allow enough oil friction to properly rotate out solid flat lifters. I know people that use it with no problem, but why take the risk? Any good oil—and there are many out there—that contain ZDDP, are OK for use. Just keep it clean, and change it every so often. I used to recommend changing oil and filter every 3,000 miles. Not anymore if you drive your car. Now, I recommend both every 5,000 miles.

If you do not drive it very much, go back to 3,000 mile-interval or once a year if the car sits for long periods of times. Drive the car on a regular basis. If you cannot, never crank the engine and let it run ten minutes then shut it down. This is worse than not running it. When you crank the engine and let it idle for ten minutes, you create acid in the oil pan. The heat, moisture from the atmosphere, and blow-by gasses all mix to form an acid.

This acid can and will eat your crank bearing and cam and lifters. If the car cannot be driven for a long period of time, change the oil, drive the car for 20 minutes after it gets to operating temperature then park it and let it sit. This is not the procedure if the car is going to sit for a very long time, there are other things you will need to do.

When you drive the car with your new engine, take it a

little easy at first. Find a deserted road and try this. In fourth gear, accelerate to 65 mph, and then take your foot off the gas and let it slow down to about 35. Then just step on the gas again and get back up to 65. Never take it out of 4<sup>th</sup> gear. Do this about 12 times, and your rings will be well on the way to being seated.

Then you can drive the car as you wish. No, I do not mean run it past redline every time, but it doesn't hurt to do it sometimes. If you used good parts and had a quality shop do the machine work, you should have an engine that will go the distance with you. Pay attention to the engine, listen for noises; most likely it will tell you when to check the valve clearances. It will let you know when a seal goes bad by marking its spot. Fix it quick, and the engine will last longer.

Now the question is how long can my engine last? One of the problems with old British engines is the softness of the

cylinder walls. They do wear and this increases blow-by, and that begins the wear in the engine. There isn't much one can do about this other than sleeving a block. When these cars were used for daily transportation, we saw cars average between 85,000 to 95,000 miles between rebuilds.

If you get this again, number one thing is you are old, and another is you drive your car quite often. As most owners now drive only a few thousand miles a year, a good rebuild should last your lifetime and maybe the lifetime of one of your heirs. Isn't that good news?

Well, this has gotten way too long so it is time to end. Hope to see y'all somewhere soon. Stay safe and try to drive your LBC every so often.

Barry Rosenberg

# Tech Talk

**With Phil O'Brien & Reinout Vogt**  
**Technical Co-Directors**

## How to Wash Your Car?

Wow, a car wash article, really... ? Yes, and that was exactly what I thought when I browsed the March/April 2019 issue of The MG Driver, the Journal of the North American MGB Register. In high school I worked at a car wash on weekends and during summer break. And for years I had a little student business, washing cars in our neighborhood. And how many times have I washed our own cars, MGs as well as daily drivers? It must be in the thousands, just like you, probably. Why would we need an article about car washing, I thought and tossed the issue aside. After a few weeks, when I ran across the issue again and read most of the other articles I must have had some spare time and looked at the car wash article anyway. I am glad that I did, and I hope that you will be too after you read through the end of these pages in the Registry. The following is an exact reprint from The MG Driver, with permission from editor Robert Rushing. The article, submitted by Bob Vitrikas of the MG Car Club Washington, DC was originally written by John Barbour, a Meguiar's Certified Detail Technician. I know it changed the way I wash our cars, in particular using two buckets, some of the "tools", and the order in which I do the work.

### Car Washing by John Barbour

In washing our cars, everything we do should avoid putting fine scratches (known as swirls) in our vehicle's very thin and somewhat fragile clear coat paint finish, or removing the wax protection. This method will not put swirls in your paint, or remove your wax protection. Following modified Meguiar's recommended procedures, this is the same method I use for every detail I perform for my clients' vehicles.

Improper car washing and improper tools cause almost all scratches and swirls that occur in your paint finish. This happens because the dirt and grit from your vehicle gets trapped in your brushes and mitt as you wash your vehicle. You need a way to clean your brushes and mitt before you dip them back into your bucket of clean soapy water. One way to do this is by using the two-bucket method as recommended by Meguiar's.

First, purchase the proper tools for the job:

- Tire brush (stiff blue concave bristles)
- Spoke brush (stiff blue and black bristles)
- Body brush (short handle, soft blue flagged bristles)
- Microfiber wash mitt (floppy blue material)
- Bug sponge (rectangular)
- Pack small microfiber towels
- Pack small terry cloth towels (white)
- Meguiar's 64 oz. Deep Crystal® Car Wash (clear pink liquid)
- Meguiar's 16 oz. Quik Detailer® Mist & Wipe (burgundy bottle)
- Two 5-gallon white buckets, and a small pack of nitrile gloves
- Meguiar's Water Magnet® waffle weave drying towel

All of these supplies should cost less than \$50, a small investment for having the ability to maintain the beauty of your vehicle's paint finish! The only other tools you'll need are a good vacuum and a garden hose with spray nozzle. Also, save your old toothbrushes as they come in handy.

Washing a vehicle is a process. I always wash a vehicle in three steps. First, I vacuum and clean the interior so as to clean the vehicle from the inside out. Second, I pre-wash the dirty parts of the vehicle, the wheels, wheel wells, door jams, rocker panels, and front and rear fascia with a bucket of soapy water and my brushes. Third, I wash the whole body of the vehicle from top to bottom with a fresh bucket of soapy water and my wash mitt. At every step along the way I rinse my cleaning equipment in a bucket of plain water to avoid contaminants getting into the soapy water bucket. In this way I'm not allowing the dirty water and brushes from the pre-wash step to contaminate the cleaner paint surfaces I'm about to wash. So, put your gloves on and let's get started!

Note: You must wash your vehicle in the shade so the paint surface is cool. If the paint surface is hot, the wash water will dry before you can rinse it off and leave a dirty film with water spots behind. Spraying cold water on hot glass can also break the glass. Never wash a vehicle in the hot sun!

### Step One

Hook up your garden hose and spray nozzle. Using 1-ounce of car wash soap and the spray nozzle, mix a half-bucket of soapy water in one of your 5-gallon buckets (the bucket will appear full, but actually be half soapy water and half suds). Take your second 5-gallon bucket and fill it with plain water.

Remove all trash from the vehicle. Remove the floor mats from the vehicle and vacuum the interior. Thoroughly vacuum the floor mats using the vacuum's brush attachment. Take one of your microfiber towels and wring it out in the soap bucket. Wipe down the dash, steering wheel and column, console, seats, door panels, etc. with the damp towel.

Wring out a white terry cloth towel in the soap bucket. Wipe down the floor mats, vacuum the floor mats again, and reinstall them in the vehicle. Rubber floor mats should be washed and dried. Wring out your towels in the bucket of plain water and set it aside for use later.

Open the hood and vacuum any leaves and debris from the cowl area below the windshield, close the hood. Open the trunk or hatch and vacuum the trunk or rear cargo area, close the trunk.



## Step Two

Open the driver's door and gently spray only the door jam and around the inside door edges. This takes a little practice so as not to spray water into the interior, but if you do, don't worry, just take your terry cloth towel and wipe up the overspray. Take your body brush (the one with the soft flagged bristles), dip it in the soap bucket, shake it out some, and wash the door jam and inside door edges. Rinse the door jambs with a gentle spray. Rinse the body brush in the bucket of plain water. Close the driver's door. Open the driver's side rear passenger door (if it's a 4-door vehicle), and repeat the same washing method for this door. Close the door. Open the trunk or hatch, and repeat the same washing method. Continue around to the passenger side of the vehicle and repeat the same washing method for each door jam and the inside door edges as you did on the driver's side. Make sure all doors and windows are closed.

Starting at the front passenger side of the vehicle where you just finished, spray only the wheels, wheel wells, and lower side of the vehicle below the door handles. It's not necessary or desirable to spray the whole vehicle yet. Dip your body brush in the soap bucket and wash the front wheel well and wheel face. Dip your spoke brush and wash between the wheel spokes. Dip your tire brush and wash the tire. Spray everything well to rinse.

Rinse the body brush, spoke brush, and tire brush in the bucket of plain water. Repeat for the rear wheel well, wheel, and tire. Spray the lower side of the vehicle again, dip your body brush in the soap bucket, and wash the lower side body panels and rocker panels. Be sure to scrub well under the rocker panels (your tire brush works well for this). Spray everything well to rinse. Rinse the body brush in the bucket of plain water.

Move around to the rear of the vehicle, and if there's a lot of dirt on the rear (as SUV's often have) spray this off now. Using the body brush, wash the dirty areas, the bumper, and under the bumper as before and rinse well. Rinse the body brush in the bucket of plain water. Move around to the driver's side of the vehicle. Starting at the rear wheel and moving to the front, wash and rinse everything as you did on the passenger side. Open the fuel filler door on either side, wash it out (using an old toothbrush) and rinse, then close it. Rinse all your cleaning brushes in the bucket of plain water.

Move to the front of the vehicle and spray the front of the vehicle. Dip your bug sponge in the soap bucket and clean any bug splatter you see off the front of the hood, headlights, grill, bumper, and under the bumper. Rinse each section as you go. You usually have to clean each section twice or more before you get all of the bug splatter off. Clean the windshield and the rear-view mirrors in the same way. Take your time and do a good job on the front, as this is the main focal point of the vehicle.

Now, spray off the whole vehicle. Empty your soap bucket and rinse it out. Rinse off your brushes and bug sponge in the bucket of plain water and set them aside to dry.

## Step Three

Using your car wash soap and spray nozzle, mix a fresh half-bucket of soapy water in your 5-gallon bucket. Take your micro-fiber wash mitt and dip it in the soap bucket. Remember, we already washed all the dirty parts of the vehicle in step two, so this will go quickly! Starting at the top of the vehicle and working down, wash the roof (you may need a step ladder for this) and rinse with a spray of water. Rinse your mitt in the bucket of plain water. Next, dip your mitt in the soap bucket and wash all of the glass areas and rinse. Rinse your mitt in the bucket of plain water. Next, dip your mitt in the soap bucket and wash the hood and front of the vehicle and rinse. Rinse your mitt in the bucket of plain water. Next, dip your mitt in the soap bucket and moving from front to back, wash the driver's side body panels and wheel arches and rinse. Rinse your mitt in the bucket of plain water. Next, dip your mitt in the soap bucket and wash the trunk and/or rear of the vehicle and rinse. Rinse your mitt in the bucket of plain water. Next, moving from back to front, finish by washing the passenger side body panels and wheel arches and rinse as before. Now, rinse ; wash mitt in the bucket of plain water, wring it out, and set it aside to dry. Set your soap bucket aside but don't empty it yet. Rinse the whole vehicle very well with a strong spray of water and set your hose and nozzle aside. Take your Water Magnet and rinse it with the spray nozzle, then wring it out. Fold it in half length-wise, then fold it in half again end-to-end. You should now have a nice rectangular pad that fits well in your hand to work with. Starting at the top of the vehicle and working down, slowly dry the roof, then all the glass areas, then the hood and front, then the trunk and/or rear, and finally the sides of the vehicle. Wring the water out of the water magnet as you go. When you're done, rinse your water magnet, wring it out, and set it aside to dry. You must protect your wash mitt and Water Magnet from becoming soiled, so don't "reach under" the rocker panels or under the bumpers with these where they can become soiled. Instead, use your terry cloth towel you used in step one for these areas. Save your wash mitt and water magnet for use only on the clean surfaces of the vehicle.

Open all the doors and the trunk or hatch so they can dry out. Take your terry cloth towel you used in step one and wipe out all of the door jams, inside door edges and sills. Wring out your towel in the soap bucket as needed. Use the same towel to dry the wheels.

You're done!

Wash your terry cloth towel out in the soap bucket, rinse it with the spray nozzle, and wring it out. Empty your soap bucket and rinse it out. Put all your brushes and your bug sponge in the bucket, and hang your terry towel, wash mitt, and water magnet over the top edge to dry. Put your Meguiar's car wash inside the bucket so everything will be in one spot ready to go the next time you wash your vehicle.

## Additional Tips

There's another tool you can add to your arsenal to help prevent

scratching your paint finish when washing your vehicle. The Grit Guard™ is an insert that fits in the bottom of your 5-gallon bucket that separates the dirt and grit in the bottom of the bucket from the clean wash water and your mitt above it. It was invented by Doug Lamb, a car enthusiast who got tired of finding scratches in his beautiful paint finish after carefully washing his vehicles. I use a Grit Guard™ in all my wash buckets every time I wash a vehicle. I'm always amazed at how much dirt and grit is trapped in the bottom of the bucket even after washing a "clean" vehicle I've pre-washed. If you hand wash your vehicle at home and are serious about preventing swirls in your paint, I urge you to get a Grit Guard™!

Wheels are an important focal point of your vehicle, so I always spend extra time cleaning the wheels. There's a lot of confusion about which wheel cleaners to use on which wheels. To keep things simple, remember that whether they're alloy, chrome, or painted, virtually all factory wheels today are clear coated, like the rest of the paint on your vehicle. So, wash your wheels with soap and water like the rest of your vehicle. If the wheel is really dirty, wash it a second time, and rinse. If there's baked-on brake dust that still won't come off, you may use Meguiar's Hot Rims® All Wheel & Tire Cleaner and a toothbrush to remove it. This is a mild acid-based wheel cleaner, so wear eye protection and your nitrile gloves. Work on only one wheel at a time. Spray a small amount of the wheel cleaner on the areas of brake dust, and let it dwell a few minutes as you agitate it with a toothbrush, and rinse. Repeat this process until the wheel has been cleaned to your satisfaction. Each time you'll remove another layer of brake dust, and allow the wheel cleaner to penetrate the next layer until it's all been removed. It's only necessary to clean the wheel face and the inside of the rim between the spokes. Cleaning the back of the wheel requires removal of the wheel, which I don't do except on show cars.

Caution! Some specialty wheels may be polished aluminum, anodized aluminum, or uncoated magnesium. These wheels must be washed with soap and water! Do NOT under any circumstances use an acid-based wheel cleaner on any of these wheels! The acid will attack the uncoated metal and permanently stain it! Caution! On older wheels, even if the wheel is clear coated, the finish could be worn thin, chipped, or pitted, allowing the acid to seep through the clear coat and stain the metal underneath. When in doubt, wash older wheels with soap and water! The easiest wheel to clean is the one that hasn't been neglected. Wheels that are neglected become so covered with baked-on brake dust that it's virtually impossible to remove without sending the wheel out to a wheel shop and having it reconditioned. If your wheels are new or in like-new condition, wash them every time you wash your vehicle to keep dirt and brake dust from building up on them. That way they'll be easy to maintain with just soap and water. You may want to purchase a Spoke Wheel Brush. This is a 15" long, flexible, tapered, natural bristle brush with a white plastic handle that'll reach easily between the spokes of your wheel and do a good job cleaning it. As you wash your wheel wells, wheels, and tires, your brushes will become very dirty. Don't dip a dirty brush in your soap bucket! Rinse each brush off with your spray nozzle before you dip it in your

soap bucket again.

## **Bug Splatter, Bird Droppings, and Acid Rain**

One of the most common things I see on almost every vehicle I work on is chemical etching caused by bug splatter, bird droppings, and acid rain. Whenever these contaminants are allowed to remain on your paint finish, the acid contained in them actually attacks the clear coat and etches into it. In severe cases, it etches completely through the clear coat. It is by far the most damaging paint defect I see, because in many cases it's too deep to remove by buffing. That's why it's so important to wash your vehicle often to remove these contaminants before they can damage your paint. Also, a properly applied coat of wax will help keep these contaminants from coming into direct contact with your paint and help protect it. The wax also makes it easier to remove the bug splatter and other contaminants from the vehicle when you wash it.

In the summer when removing bug splatter from the front of your vehicle is a real challenge, don't resort to strong cleaners and hard scrubbing as both can remove the wax protection. Instead, try softening the bug splatter when you start the pre-wash step. Wet the front of the vehicle with your spray nozzle. Take old terry cloth bath towels and dip them in your soap bucket. Lay the wet soapy towels loosely over the front of the vehicle so they remain in contact with the hood, grill, and bumper. You can also do the same for the windshield and rear view mirrors if you want. Proceed to pre-wash the dirty parts of the vehicle as you learned in step two last time. By the time you get back to the front of the vehicle, the bug splatter will be softened enough to remove easily with your bug sponge.

## **Summary**

Finally, your vehicle is clean inside and out. Because of your efforts, your vehicle not only looks good, but it will be easier to maintain and also last longer! I recommend you have your vehicle detailed at least once a year if it's garaged, and at least every six months if it's not. Clean the interior and wash the exterior of your vehicle often between details. Avoid exposure to the hot sun and acid rain by keeping it garaged whenever possible. After you've washed your vehicle, you'll want to keep that "just waxed" look longer using your bottle of Meguiar's Quik Detailer®. Follow the directions on the label to remove smudges, fingerprints, water spots, bird droppings, and other contaminants from your paint finish. Fold one of your microfiber towels in half two times to form a square pad, mist the product on a cool surface, and wipe it off.

# My Story

## Our First Visit to Atlanta, GA

### Henneke and Reinhart Vogt

“Let’s go to the American MGB Association (AMGBA) convention in Atlanta”, Jim Evans said in the spring of 1990. “Because we, the Chicagoland MGB Club, will be hosting the AMGBA convention next year and we might as well try to learn something from the folks of the Peachtree MG Registry”. And so, it happened that a small convoy of five MGs traveled 750 miles South, mostly on Interstates to Atlanta, GA. They were, Jim and Lois Evans in a blue rubber-bumper MGB, Roger and Shirley Goebbert in a red chrome-bumper MGBGT, George Schmidt in a black MGB LE, Bill and Gene Cooper in a yellow rubber-bumper MGB (Becky Cooper flew in later), and us, Reinout and Henneke Vogt in our white MGC.

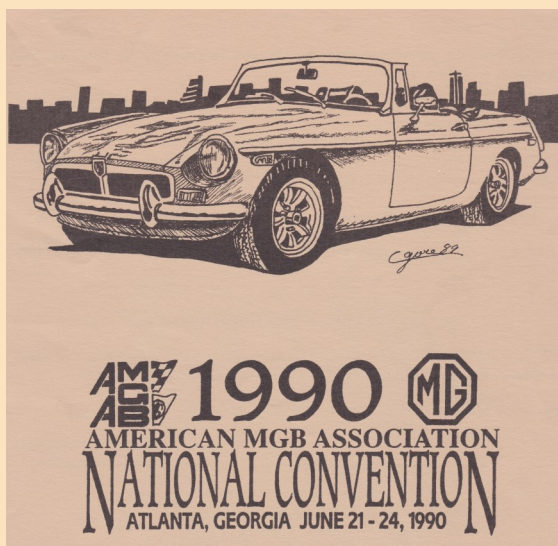
It was our first long trip in an MG in the US and it was our first, and only, visit to Atlanta until we returned in 2017 to check it out for a retirement move to a warmer climate. Most of the details of the 1990 trip have long been forgotten (which might actually be a good thing) but going through the old photo albums while sheltering in place since April did bring back a few very good memories.



Lois Evans made this photo somewhere on the way down. Based on the nice green vegetation along the road, it was probably somewhere in Tennessee or Georgia. Our MGC is right-hand



drive so Henneke is in the passenger seat.



The was the flyer/program for the convention, with a beautiful illustration by (the late) Chris Gore who was also responsible for the trophies. With the exception of Jim and Sue Boykin, none of the PMGR Convention Committee members are still with the club.



It



wasn't sunshine all the way, as this photo, taken by Shirley from the passenger seat of the orange MGBGT, shows us putting up the top in the pouring rain in the shoulder of a major highway or Interstate. It happens, as you probably know from experience. The five MGs from Chicago, somewhere on the self-paced tour on Friday



On Friday we visited Stone Mountain. The blue MGBGT is Allen Bachelder (usually seen in a Magnette), who was based in Chicago for a few years. Gene and Bill Cooper were picking up Becky at the airport. At that time there was a car museum in Stone Mountain which had a Tucker on display. Does anybody know what happened to the collection?

The PMGR was far ahead its time and on the program for Friday was a six-projector show about the club. Remember this was 1990 and just one projector was already high-tech. We missed it because we went for a real southern home cooked dinner at

Aunt Fanny's in Smyrna



Getting ready for the car show on Saturday



This photo, as is the next, are not from our album but come from the photo archive on the PMGR website. This shot shows our MGC, with the hood up, just below the word Ryder on the yellow truck.



Another shot from the car show. Maybe you recognize your MG somewhere in this shot of the car show. The only car that I recognize is Peter Thornley's M-Type, just visible all the way on the left in the last row. I used to have a photo of that car by itself from that day, as I always was interested in the first of the Midgets. Unfortunately, it is (hopefully temporarily) lost in one of our 'must save' boxes and stacks.







## POSTCARDS FROM KAREL

By Reinout Vogt

### Two Greeting Cards from Reinout

Yes, this time we'll have two of my cards because I think that Karel is on vacation and I didn't get one from his collection. The good thing is that I have a box full of all kinds of greeting cards. Actually that box just got twice as big. Let me explain. For years I was convinced that I had two boxes with cards, but there was just one in our house. What happened to the second box, or was I mistaken and had only seen the second box in my dreams? I hoped that packing everything up in 2017 to move to Decatur, GA, we would run across the missing box... no luck. Then, it would certainly unearth itself while unpacking the container... still no luck. A few weeks ago, however, it did show up when we were talking about that one beautiful box with the flower design that we used to have. "You mean this one?", Henneke asked. Sudden-

ly it all came back and I answered "Yes, that one honey, and the missing MG greeting cards are right in there, I bet you"... Bingo.

So here we are, I organized all the cards by model and put tabs in the box, so they can easily be retrieved.

Big old headlights are beautiful objects and the first greeting card is one of my favorites. It came from the rediscovered box with the beautiful flowers. The card is blank inside and has not been used yet. The back reads: "Elaine's TC, William A. Motta. Acrylic on canvas, and: The headlamp of an MG-TC transforms a rainbow of colors as they are refracted in the lens. The car depicted in this work once belonged to Elaine Bond, former publisher of Road & Track magazine.

The second card is a TD headlight. The note on the windshield reads: Hartelijk Gefeliciteerd, Dutch for Happy Birthday. It must have been readily available in 1989 in The Netherlands because I got two of them for my birthday that year: from my friend and colleague-model car collector (the late) Rob Verstraaten and from my brother-in-law Ton Burger.



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